

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 04/27/1993

ANC91FA142 File No. 2178	09/03/1991	DILLINGHAM, AK	Aircraft Reg No. N9438F	Time (Local): 09:53 ADT		
Make/Model:	CESSNA / 208			Fatal	Serious	Minor/None
Engine Make/Model:	P&W / PT6A-114		Crew	0	0	1
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	On-demand Air Taxi					
Name of Carrier:	MARKAIR EXPRESS INC.					
Type of Flight Operation:	Non-scheduled; Domestic; Passenger/Cargo					
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter					
Last Depart. Point:			Condition of Light: Day			
Destination:			Weather Info Src: Pilot			
Airport Proximity:			Basic Weather: Visual Conditions			
			Lowest Ceiling: 5000 Ft. AGL, Overcast			
			Visibility: 40.00 SM			
			Wind Dir/Speed: 360 / 010 Kts			
			Temperature (°C): 7			
			Obstr to Vision: None			
			Precipitation: None			
Pilot-in-Command	Age: 29		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 2222			
Airline Transport; Multi-engine Land; Single-engine Land			Last 90 Days: 341			
Instrument Ratings			Total Make/Model: 400			
Airplane			Total Instrument Time: 70			

THE PILOT IN COMMAND PERFORMED A PREFLIGHT AND CHECKED THE OIL BY REMOVING THE DIP STICK/OIL FILLER CAP. AFTER 10 TO 15 MINUTES OF FLIGHT TIME, THE PILOT NOTICED A DECREASE IN THE TORQUE INDICATION AND ENGINE OIL PRESSURE. HE ELECTED TO RETURN TO DILLINGHAM AND ENROUTE THE ENGINE LOST MORE OIL PRESSURE AND 'COUGHED' TWICE AND THE PILOT FEATHERED THE PROPELLER AND LANDED ON THE TUNDRA. UPON LANDING THE AIRPLANE NOSED OVER. THE ON SITE INSPECTION SHOWED THAT THE LEFT, LOWER SIDE OF THE FUSELAGE WAS COVERED WITH OIL AND THE OIL DIP STICK/FILLER CAP WAS NOT INSTALLED IN THE FILLER NECK. IT WAS RESTING ON THE INSIDE OF THE UPPER COWLING BECAUSE THE AIRPLANE WAS UPSIDE DOWN. THE BRIEF SHOWS THAT THE PILOT WAS THE HOLDER OF AN AIRLINE TRANSPORT PILOT CERTIFICATE BECAUSE THE COMPUTER DATABASE PROGRAM WILL NOT ACCEPT A COMMERCIAL PILOT RATING WHILE SHOWING A SCHEDULED 14 CFR 135, PASSENGER/CARGO TYPE OF OPERATION. THE PILOT IS ONLY THE HOLDER OF A COMMERCIAL PILOT CERTIFICATE.

Brief of Accident (Continued)

ANC91FA142				
File No. 2178	09/03/1991	DILLINGHAM, AK	Aircraft Reg No. N9438F	Time (Local): 09:53 ADT

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: MANEUVERING

Findings

1. (F) ENGINE ASSEMBLY - FAILURE,TOTAL
2. (C) LUBRICATING SYSTEM,OIL FILLER CAP - NOT SECURED
3. (C) AIRCRAFT PREFLIGHT - INATTENTIVE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - SOFT - PILOT IN COMMAND
5. (C) COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

THE PILOT'S INATTENTIVE PREFLIGHT INSPECTION WHICH RESULTED IN HIS FAILURE TO PROPERLY SECURE THE ENGINE OIL TUBE FILLER CAP RESULTING IN THE LOSS OF ENGINE OIL AND OIL PRESSURE AND THE PILOT'S FAILURE TO PROPERLY COMPENSATE FOR WIND CONDITIONS DURING THE FORCED LANDING. CONTRIBUTING TO THE ACCIDENT WAS THE ENGINE FAILURE AND SUBSEQUENT FORCED LANDING ON SOFT TERRAIN.